A PLEA FOR AMATEUR ACTORS.

AN "OLD HAND" WHO THINKS THEY SHOULD MEET WITH FAIR JUDGMENT IN-STEAD OF PREJUDICE.

To the Editor of The Tribune. Sir: One hears a good deal of criticism nowadays of amateur actors. It has often occurred to me as an 'old hand ' to ask whether those who criticise so severely have ever thought how much more difficult for an amateur to achieve success in a part than a professional. I mean, supposing talent to be equal and equally well educated, the amateur has difficulties to contend against that are unknown to the profes-

It is quite natural that people should compare : teurs with professionals that they may have seen in the same piece, but do they ever consider that onals may have played that piece for the bundredth time on the might they saw them, which would account for the smoothness of running and the eur performance? Do they realize that many ciuts only reveal themselves after constant playing fore audiences, whilst many other points are learni the audience itself? When Sims Reeves was sixty years of age, he said he still studied his old songs and was learning how to sing "My Pretty A great comedian on the English stage told nie he learned half his points from the audience. How are amateurs to get all this when their pleces have a magnificent run of one, two or three nights

The fact of a person receiving pay for being an artist has nothing to do with art. It is not just to suppose of every amateur that if he knew himself be good enough he would undoubtedly adopt a prosional career. He may love his art devotedly, and there may yet be valid reasons which prevent his ntering the profession.

Do the above mentioned critics ever realize how

nuch mis-en-scene realism and the close attention minor details, only possible in a professional entre, have to do with the effect produced on an audience? Everything of a mechanical nature at a professional theatre ought to go perfectly smoothly; there is absolutely no excuse for a hitch in mechanism but at an amateur performance all is different. Here the stage is too small for the play, to begin, and the dinations are dwarfed, the idea of distance-so charming in a scene-is impossible for lack of depth of stage. A man in a rage who would naturally take agitated strides has to take mincing little steps as if he were in a doll's house. Then again, if he playing in a costume play the amateur's clothes never fit him. All this acts and re-acts on the player. It acts upon him directly and it re-acts upon

Perhaps there is no more subtle influence to be and than that existing between actor and audience If he is a true artist, he may be throwing himself entirely into his part, unconscious of any audience at all and yet inspired by the very sympathy he is creating; but let some mechanical fault with the scenery occur let him try to open a door and find it opens the wrong way; let there be a little stage wait on the part of somebody else, and the spell is broken, the sympathy gone, and he will try in vain to recall it. Do audiences consider all this? I do not believ

the majority of them know the first thing about the feelings of an artist, be he professional or want of a better name, I will call atmosphere. If they did, when a hitch occurred they would be moved painfully, rather than mirthfully. I recall an instance hat happened two years ago of something going wrong with a great actor's costume. There was really noth Two or three strings were seen hanging wn, that was all. The actor knew it, but stuck to accident, but by the laughter of the audience. going; they did not recognize his self-control; they saw nothing but something that struck them as funn

is it with most audiences who go to see an performance-why do they go! Do they go with any idea of being pleased, amused or affected? I trow not. They are asked by Mrs. So and So, one lady patronesses, to take tickets to help which she is interested, and they do not like to refuse. Having bought the tickets, if they do not give them away, they go in some such frame of

"Oh well, I have had to buy these tickets, and have not may better to do this evening. I may as well go cising them. I see they are going to attempt such and such a play in which I saw the Kendals. I wonter how Mr. -- and Miss or Mrs. -- will get through that love scene, it is rather a trying one for amateurs; yes, I shall certainly get some fun out of it."

Now contrast this with the frame of mind in which these same good people go to a professional They see a good criticism of a play in a newspaper and they buy tickets because they want go to be pleased, expecting to be pleased, and with their minds open to receive pleasant influences.

They do not know the actors personally. When they

m on the stage they associate them merely with their names on the programme, not at all as individuals whom they know. The consequence is the whole thing seems real and leaves a pleasant influchole thing seems real and leaves a pleasant influence. But with an amateur performance how different. Here the moment a love seem begins the adience begin at least inwardly to smile, even if they o not outwardly titter. They think "Oh! here is fir. So-and-So going to make love to Miss or Mrs. o-and-So ging to make love to Miss or Mrs. o-and-So git the stage names and realism of the play ever occur to them). They know the individuals, and her eyes naturally turn to the wife of Mr.—, the even in the piece, and the husband of Mrs.—, the even in the piece, and the husband of Mrs.—, the even, who are sitting in the theatre, and they conder how they like it. Now, I ask, how is it is also not be a supported by the authory of mind in the atmosphere is wanting, the subtle influence and compathy that ought to exist between actor and effect is impossible under such circumstances, and the most that amateurs can generally expect is each through serious love seenes without exciting the risible organs of the andience.

andience is impossible under such circumstances, and the most that amateurs can generally expect is to get through serious love scenes without exciting the ristble organs of the andience.

Again, take pathos. There are people who say that amateurs can never play pathetic parts. Why not? Why is it harder to portray pathos than comedy? It is not harder; it is easier to some natures. There is much more in the lives in most of us that is pathetic than funny. In many cases it is not the actors but the andiences who are at fault. They do not expect to be affected by anything an amateur can do, and will not give themselves up to the influence. The frame of mind in which they go precludes the possibility of any such sympathy. The professional comes before an andience who are not only willing to be moved by what he is going to do, but have come there for the purpose of being so moved and who believe he can do it. The amateur comes before an audience who have not come with any idea of being moved, who think it quite impossible any mere amateur can have any such power over them, and world feel rather insulted to have it supposed for a moment that they could be either moved or amused by anything that amateurs could do.

So the amateur has to compel his success out of a resisting andience. Sometimes he succeeds in breaking down every barrier and then his triumph it all the greater.

New-York, Nov. 19, 1891.

New-York, Nov. 19, 1891.

the Editor of The Tribune.
r: No one who has visited the Hawalian Islands could thereafter entertain any other than feelings of the utmost regard and solicitude for those people. If the United States could appreciate fully the advantages of commerce and climate they would cultivate

AN APPEAL FOR THE PEOPLE OF HAWAII.

by every kindly and generous means the confidence of the native and resident population. I am sure all possessing a spark of the right kind of human nature in their composition who have been on the islands" will bear me out in saying that if ever there was a case for the Iree display of open-handed and open hearted, truly Christian statesmanship it is afforded in our dealings with that country. The United States should, in the very firmest manner, uphold her position there when dealing with outsiders in the matter of session, but when it comes to dealing with the natives or their representatives there should be not only fair dealing, but much more than that, there should be a brotherly feeling far beyond the stiff formalities and usages of ordinary diplomacy. idea of taking the slightest advantage of their weakness, or harrowing them in any way, or seeking to subdue them, or driving them into a bar-gain, should not be thought of for one moment. should be asked to join f at all on a home-rule basis of the widest application.

Every prejudice or custom they have should be honored or deferred to. They are the masters now and any still masters. This course would be all right with a people so naturally peaceable as they are, and so few in numbers that any turbulent spirit could, figuratively speaking, be held by the coat collar fill their little tempest in a teapot had spent itself. Who is going to be the fortunate statesman who will look into the situation and bring about the right feeling for a closer union, if not peaceable, friendly ownership? A trip to "the Islands" is the most delictions of trips, the people the most hospitable people on earth, the jostling of Occident and Orient is a delightful experience. Honotulin has attractions people and altogether her own. If the Government could induce such a man as Edward Everett Hale, or fleorige W. Childs, or some prominent gentleman of that s'amp of character to take up his residence in the islands for a few months with a view to cultivating friendly relations with the people and getting at the exact situation, I am sure it would be productive of much good. If some such course was adopted, I feel actions of one of its lines—a line which probably any of its other ferries I used to live in New-Jersey, and the nightly sanoyance on the Wall Street.

SELECTIONS FROM THE MAIL. by residents and natives alike would not be allowed to run to waste, but instead, would neet with the response they surely desire. JOHN A. CALDWELL. New-York, Nov. 19, 1891.

AN APPEAL FOR THE ADULT BLIND. THEY WOULD BE GRATEFUL FOR SOME MEANS OF INDEPENDENT LIVELIHOOD.

the Editor of The Tribune Sir: Work, or the opportunity to work, is what the adult blind need, and not charity. For a number of years the city of New-York has donated \$20,000 to its adult blind. This amount was divided into sums of 835, making the number of recipients 571, equal to less than ten cents per day to each yearly. Each recipient must make outh that he or she does no receive any benefit from any other benevolent or char-itable institution of any kind, and has no other means of support. This is the limit and extent of the of New-York's care for its adult blind, both public and private. All European capital cities vie with each other in the care and consideration of their adult blind by providing workshops where they can earn a livelilood and become independent of public or private charity, but New-York, with all its varied charities and its care of the human being from the cradle to the grave, seems content to allow its adult blind to plot grinding an organ, singing or peddling small notions, as can be seen any day by an ordinary observer. How many homes would be gladdened and how many hearts would rejoice if the adult blind of this city were provided with employment suitable

This problem appeals to every humanitatian and philanthropist. It is serious thought and interest hat are needed. No sympathetic effort has hereto fore ever been made on a large scale to discover and compare the various ways in which the adult blind can best utilize their powers. A mass of detailed facts and valuable testimony could be accumulated services. Efforts are constantly being made to solve all social problems, but very few serious attempts work any of them out in a practical way.

This problem should interest every citizen of this physical appetites, and who has a desire to see the degradation, out of which they cannot of themselves escape for lack of means and opportunity, to one o independence. Are there not hearted men and women ready to co-operate in any feasible scheme that will rescue the blind adult from the misery of dependence and idleness.

Those who wish to be of service to their race could do nothing that would produce more happiness for the effort spent than by helping to procure employment for these blind adults. To them work means life. It alone can save them from wasting away by worry and a sense of shame at their dependence and seeming uselessness. Some of them are conscious of a falling off of their vitality for want of a normal outlet for their thoughts and force. Many of them possess skill and marked ability in various departments of life, yet because of their infirmity they are denied the right to earn their dally brend. They cannot live healthy and happy without some constant occupation.

Who will volunteer a solution of this problem? Can the clergy, whose Master taught them sympathy and instant relief of the blind, a-sist in solving it? Who will crown his name for generations to come by a successful and practical solution of this problem? New-York, Nov. 19, 1901. employment for these blind adults. To them work

CORRECTION RESPECTING THEODOSIA BURR. Sir: As corrections are in order in your just journal, allow me. One of your correspondents, in a pleasant article on the "golden wedding" of Mr. and Mrs. George T. Downing (Many happy returns!)

"Circumstances brought Mr. De Grasse and the noted Aaron Burr into contact with one another and a warm friendship grew up between them—a friendship which continued unbroken until Burr's death. Mr. De Grasse named one of his daughters Theodosia Burr, after Colonel Burr's daughter, the one whose tragi Miss Burr was on her way home from abroad and after her arrival in the United States she was to have been married. Every preparation to celebrate her nuptials were made, but she never came. The vesse pirates, and she and her fellow-passengers and all of

Perhaps it was the Edwards family pride, which runs far and runs long, through many family connections and generations, which made me believe that everybody must know the true story of Theodosia Burr-that when she vanished mysteriously from th face of the earth, or the sea, she was and had been for some years Mrs. Alston, the wife of the Governor of South Carolina. She sailed on December 30 1812, on the Patriot, a pilot boat, bound for New or crew was ever heard of after; unless the onfessions of certain grizzly old pirates dying in hospitals many years after may be credited. I am inclined to believe the circumstantial account given by one of these eroing the character of Theodosia Burr, a woma proud and fearless as she was true and loving at pirate stated that when it came the lady's turn to ke the plank she refused to be blindfolded, but peed caimly off into the deep with her eyes wid

But you have one great contributor who can never be accused of carelessness or inaccuracy. Miss Poole is an artist in vivid description and nice detail, knowledge of nature and the human heart. In pictures of New-England country life and character, and in the use of Yankee dialect, she is surprisingly accurate. Her pathos finds the most direct way to the heart, for it is always simple and true, and her humor is exquisite. I lay my homage at her feet.

GRACE GREENWOOD.

Washington, Nov. 24, 1801.

A WORD FOR THE OTHER SIDE. To the Editor of The Tribune.

Sir: Having rad in The Tribune this morning an ac-count of the "ruffianly Conduct" of the college delegation at the Union Square Theatre I should like to be permitted to say a word for the other side. I was one of a party of twenty ladies and gentlemen who went to that theatre Thanksgiving night for the express purpose of seeing the college celebration, which we found vastly more entertaining than the rendering of supposed wit which occupied the stage. We saw nothing especially objectionable in the noisy enthusiasm of the college men, and thought their good-humored cheering called for far less criticism than the petty exhibitions of bad temper on the part of the actors and management.

As the body of the house was filled with the college

nen, who had come on purpose to cheer, and the first balcony almost entirely with people who had come on purpose to hear them do so, the efforts at repression must have been for the benefit of the "gallery gods," who are not usually considered the most important who are not usually considered the most important part of the andience. The public undoubtedly has rights which college men are bound to respect, but when college men and their friends have bought up nine-tenths of a theatre, their wishes are certainly of as much importance as those of the remaining tenth, and it is hardly fair to stigmatize cheering under such circumstances as "rufflanly conduct."

New-York, Nov. 27, 1891. YALE GRADUATE.

FRENCH PILGRIMS AND ITALIAN PATRIOTS.

To the Editor of The Tribune. Sir: There seems to be a misunderstanding as to the cause of the patriotic demonstration in Rome consequent upon the recent visit of the French pilgrims to se Eternal City, recalled by the conviction of the Archbishop of Aix. I heard the Archbishop of New-York refer to it in a late sermon as an "outrage on pilgrims," whereas the lay reader in this country has been led, from published accounts, to regard it as an outrage by pilgrims. Here we have a proposition destined evidently to become a shibboleth in the bloodless war for temporal power. As to which proposition Americans, whether lay or clerical, should adopt as their view of the affair will be clear if we consider the case of a crowd of Englishmen visiting Mt. Vernon and desecrating the tomb of Washington.
If the Englishmen were thrown into the Potomac, what
an outrage by Americans that would be—in the eyes of
the English.
HUMONO SOBSERVER OF ITALIAN POLITICS.
New-York, Nov. 27, 1891.

THE LIGHTING OF THE WALL STREET FERRY

BOATS.
To the Editor of The Tribune.
Sir: The way in which the Wall Street ferryboats are lighted justifies a protest, although complaint will probably be profitiess. These boats, the Union and the Pacific, are well filled in the early evening, and most of their passangers going to Brooklyn carry after noon papers. In each of the two compartments of the women's cabin of the Union-it is the same in the men's cabin-are four dim, flickering gas-jets, innocent of globes, arranged in pairs along the inner wall. Men rush for the seats near these feeble flames, and

Ferry makes me long for the large, well-lighted boats of the North River ferries, and almost persuades me again to move "out of the United States."

C.
Brooklyn, Nov. 26, 1891.

USE OF THE TERM "JUNIOR." the Editor of The Tribune. Sir: If John Smith has a nephew bearing the same name is it proper to speak of the latter as John Smith, jr., or is the term "junior" to be used only in the case of sons who bear their father's names? R. Scranton, Penn., Nov. 17, 1891.

(The former hypothesis is correct. "Junior" s properly affixed to the name of a nephew or any other member of a family who bears the same name as an elder member of the same family .-- Ed)

CLAIMING LAND WORTH \$1,000,000.

THE INTERESTING FACTS ON WHICH A CALAFOR-NIA LAW SUIT IS BASED.

cisco, Nov. 28 (Special).-A land suit in olving the title to 900 acres near Monterey, valued at \$1,000,000, will be brought here early next week The story of the case is as interesting as a romance In 1837 Marcellno Escober, who lived in the old Mexileagues of land lying directly south of a town called Rancho San Joso y Chiquita. His grant was approved in 1840. Soon afterward he started for Old Mexico. bandoning his wife and his two sons. The deserted wife waited one year, then, pressed by poverty, she old the Chiquita ranch to Senora Abrigo for \$250 in silver-a small fortune in those days. The deed was signed by the wife and the two sons in the name of nd and father. Escober returned later, and entired no protest against the sale. He died in

At the time of the sale Colonel Jose Castro, who afterward drove Fremont from the Gabilan Mountains, was commander of the garrison of twenty-five soldier at Monterey. He, so the present claimants allege, induced his soldiers to pool their earnings, and they the Escober ranch from Castro afterward bought the shares of some of the soldiers, until finally be owned seventeen shares out of the twenty-five shares It is alleged that after the American conquest, when Castro was extremely poor, he sold the whole ranch to Joseph Semery and Abner S. Bassett, giving them the deed for \$700. They subdivided the ranch, sold the sections to about 200 small holders. The land is now estimated to be worth \$1,000,000. In 1887 the present owners obtained a United States patent to the property, a precaution that had been overlooked. This, if uncontested for five years, would have given them an undisputed title.

By a strange coincidence, the early circumstance ecently came to light. The story of the original purrecently came to light. The story of the original pur-chase was told by Don Jose Garner, now of Santa Clara. A few months ago he met in that city a poor and de-crepit voteran of Castro's old garrison. In talking over old times Garner said: "If you had only held on to your share of that land, you would be rich." What was his surprise when the veteran declared that What was his surprise when the veteran declared that neither he nor any one of seven of his comrades had ever transferred his rights to Castro. Garner interested himself in the case, and found that seven of the eight veterans were still alive. They agreed to enter suit, which the present owners will have to defend, General Barnes is attorney for the claimants, and is confident that they can prove their case.

THE MAYOR OF ALLEGHENY CHIT ARRESTED. Pittsburg, Nov. 28 (Special).-James G. Wyman, the Mayor of Allegheny City, was arrested this afternoon on a warrant sworn out by City Controller Brown. The charges, embezzlement and extortion, are based upon the report of a sub-committee of an investigating umittee of the City Council. The Mayor gave ball in the sum of \$2,000 for a hearing next Friday. came here from Boston about eight years ago. He is worth about \$100,000, made in cleaning cesspools, of which business he had a monopoly in the cities of Pittsand Allegheny. This is his second term as Mayor.

John R. Murphy, of the Department of Public burg and Allegheny. This is Safety, is implicated in the charges, but he has not yet The report of the sub-committee ma following charges against both Wyman and Mur-With having levied blackmall upon the propristors of several gambling establishments; with gro unlawful privileges to the owners of a wheel-of-fortune for a cash consideration; with having settled a cas against a notorious woman for \$600; with extorting noney from prisoners; with taking diamonds and other jewelry from a prisoner and falling to return the same; illegally collecting and appropriating to their own nse witness fees to an amount exceeding \$1,500; failing to account to the city for over \$600 vehicle license fees; falsifying the public records, etc.; with compromising court cases contrary to law, and many more equally serious offences.

A CABIN BOY CAST ADRIFT. John Bratherium, fifteen years old, employed as & cabin-boy on the German bark Hanover, was taken into the police station at Stapleton, S. I., at a late hour on Friday night, hencless and penniless. He told the Bedlow's Island on Tuesday, ready for sen, the captain ent him ashore on an errand. When he returned to the Battery about two hours later he saw the bark in tow of a tug bound for sea, she having gone without him. He went to Staten Island in the hope of overtaking the vessel. He met Captain Wydall, of the schooner James E. Elliott, who cared for him until Friday night As the schooner was to sail yesterday morning he turned the boy over to the police. Young Bratherium was sent to the German Consul in this city. Bratherium says that his father was chief officer of the bark.

THE GRAIN JAM AT BUFFALO Buffalo, Nov. 28 (Special).—Buffalo Creek, Blackwell Canal and the harbor are fairly lammed with lake vessels and more are rapidly crowding in. The grain blockade is by far the greatest ever known here. It is estimated that more than 10,000,000 bushels are now affoat and in store here. About seventy-five more steamers and schooners are on their way to Buffalo. Cars are scarce. The last canal-boat left for tidewater to day. The five days' extension of time for closing the Erie afforded little relief to the boatmen.

STRUCK BY A TRAIN AND KILLED. Bordentown, N. J., Nov. 28 .- John Murrey, single, aged twenty-seven, an iron moulder by trade, of Newark, N. J., was killed here to-night by being struck by senger train from Camden for this city. He had just got off a mixed freight train and stepped in front of the passing train.

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On and after November 15th, 1891, 9:00 A. M. —Pullman Vestibule Steeping and Parlor Cars,
Arrives Cleveland 5:25 a. m., Columbus 5:30 a. m.,
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Louis 7:00 p. m. next day. Connects also for Toledo,
except Saturday.

THE PENNSYLVANIA LIMITED.

10:00 A. M.—Composed exclusively of Puliman Vestibule Drawing and State Room, Sleeping, Dining, Smoking and Observation Cars, presonting financial reports, stenographers and typewriters, oathrooms for both sexes, ladies maid, barber-shop, library and all the conveniences of home or office. Lighted by stationary and movable electric lights. Arrives Cincinnate 6:40 a. m., Indianapolis 11:40 a. m., and Chicago 9:45 a. m. next day. THE PENNSYLVANIA LIMITED.

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2:00 P. M. -Puliman Vestibule Sieeping Cars from New-York, and Dining Cars from New-York to St. Louis and Chreinnatt. Passenger coach New-York to Columbus. Arrives Cincinnatt 10:45 a. m., and St. Louis 7:30 p. m. next day. p. m. next day, THE COLUMBIAN EXPRESS.

THE COLUMBIAN EXPRESS.

2:00 F. M.—Pullman Vestibule Sleeping, Dining, Smoking, and Pennsylvania Railroad Vestibule Passenger Coaches from New-York to Chicago. Arrives in Chicago 3:15 p. m. next day.

THE WESTERN EXPRESS.

6:30 P. M.—Pullman Vestibule Steeping Car New-York to Pittsburg, St. Louis, Chicago, Cincinnati, Cleveland and Memphis, Dining Cars New-York to Philadelphia, and Pittsburg to Richmond and Chicago. Arrives at Columbus 1:35 p. m., Chicago 9:30 p. m. next day, and St. Louis 7:00 a. m. second morning. Connects for Cleveland and Toledo daily, except Saturday. PACIFIC EXPRESS.

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8:00 P. M. —Puliman Builet Sheeping Car New-York to Chicago, New-York to Memphis vis the Shenandoah Valley; arrives week-days at Columbus 7:15 p. m., Cleveland 6:35 p. m. next day, and deally at Chicago 7:00 a. m. second morning. Connects for Toledo daily, and for Cleveland and Columbus, except Saturday.

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10:10 A. M., arrive Washington 3:50 P. M.; and
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5.00, and 9:00 P. M. and 12:15 night. For Baltimore only, 1:60 P. M. Sunday 6:15 and 8:30 A. M.,
4:30, 5:00, and 9:00 P. M., and 12:15 night.
For ATLANTIC CITY, 1:00 P. M. week-days, with
Through Day Coach. Through Day Coach.
For CAPE MAY, 1:00 P. M. week-days.
For BROWN'S MILLS-IN-THE-PINES, with Through
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2:10, 3:30, 3:30, 4:00, 4:30, 5:00, 6:50, 6:50, 8:30 and 9:00 p. m. and 12:15 night. Accommodation, 11:10 a. m., 4:40 and 7:30 p. m. Sundays, Express: 6:15, 8:30, 9:30 (10:30 Limited) and 10:30 a. m., 2:00, 4:30, 4:30, 5:30, 6:30, 8:30 and 0:30 p. m. and 12:15 night. Accommodation, 7:30 p. m.

For Time-tables of trains to local points on the Pennsylvania Raitroad System, apply at the following Ticket Offices: Nos. 435, 549 and 94 Broadway, I Aster House, and foot of Desbrosses and Cartiandt sta; 4 Court-st., 800 Futton-st., and Brooklyn Annax Station, foot of Futton-st. Brooklyn; 75 Hud-on-st., Hoboken: Station, Jersey City.

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WORLD'S FAIR SPECIAL. 1:30 P. M. -Due Chicago 3:00 p. m. next day. ALBANY, TROY AND SARATOGA SPECIAL - ue Albany 7:25, Troy 7:35, Saratoga 8

NORTH SHORE LIMITED. 6:00 P. M.—Due Bufalo 6:15 a. m., Nisgara Falls 7:0 a. m., Cleveland 10:35 a. m., Detroit 1:1 p. m., Cheago 9:00 p. m., St. Louis 7:46 a. m. ADIRONDACK AND MONTREAL EXPRESS.

6:25 P. M. - Due Nontreal 7:15 a. m. BUEFALO AND NIAGARA FALLS SPECIAL. 7:30 P. M. - Due Buffalo 7:30 a. m., Niagara H 9:00 a. m. CINCINNATI AND ST. LOUIS EXPRESS. S:00 P. M.—Due Cincinnati 7:25 p. m., tedienapelis 10: p. m., St. Louis 7:30 a. m.

LIMITED FAST MAIL. 9:00 P. M.-Sleeping-Car passengers only carried to this train for Rochester. Due 7:45 a. m. CHICAGO MIGHT EXPERSS.

9:15 P. M.-For Buffalo, Detroit and Chicago, abe to Cape Vineent, daily except Saturday.

FISHKILL (NEWBURG), PUUGHREEPSE, RHINZ CLIFF (RINGSTON), CATSKILL STATION (CASKILL) AND HUDSON—7:30, 11030, 11:30 a. M. 1:30, 1:30, 1:35, 1:35, 1:35, 1:30 -Sleeping-Car passengers only carried train for Rochester. Due 7:45 a. m

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Two trains with tarouga Drawing-stoom cars to Pittafet,
19:01 a. m., due Pittafet 1:35, North Adams 2:30 p. n.,
18:50 p. m., due Pittafet 1:35, North Adams 2:30 p. n.,
18:50 p. m., due Pittafet 1:35, North Adams 2:30 p. n.,
18:50 p. m., due Pittafet 1:35, North Adams 2:30 p. n.,
18:50 p. m., due Pittafet 1:30, North Adams 2:30 p. n.,
19:50 p. m., due Pittafet 1:35, North Adams 2:30 p. n.,
19 party 1:20 p. n.,
20 p. n.,

trains roll daily.

Above trains, except those leaving at 9:00, 9:10 a.m.
2:15, 3:90, 8:50, 3:55, 4:50, 4:55 and 11:59 p. m. step JOHN M. TOUCEY, GEORGE H. DANIELS, General Manager, General Passenger Agent BALTO. & OHIO R. R. BALTIMORE. WASHINGTON, CHICAGO, CINCINNATI,

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York, and its Broadway, Brooklyn. STATION FOOT OF LIBERTY-ST. (Central R. R. of N. J.) New-Tork Transfer Company will call for and check be-rage from hotel or residence to destination. CENTRAL R. R. OF NEW-JERSEY

FOOT OF LIBERTY-ST. NORTH RIVER.

Time Table of November 28th, 1891.

1:30 a. m. It of the story and port.

1:00 p. m. for Easton, Mauch Chunk, Reading, Hamb-burg, Pottsville, Shamokin, Sunbury and Williamsen, on Sunday for Faston, Mauch Chunk, Tamaqua, Pott-ville, Reading and Harrisburg.

3:45 p. m. for Easton, Mauch Chunk, Reading, Hamb-burg, Wilkestharre, Scranton, Tamaqua, Pottsville, Sh-makir.

3:40 Ulinestherre, Scranton, mokin.
4:30 p. m. for Easton and Allentown.
5:45 p. m. for Easton, Mauch Chunk, Reading, Harmburg, etc. Sunday at 5:30 p. m.
5:30 p. m. for Easton and Lientown.
For Freehold and Atlants: Highlands at 4:30, 8:14, 11:15 a. m., 1:30, 4:30, 6:00 p. m. Sundays (except the control of the control o 11:15 a. m., 1:20, 4:20, 6:00 p. m. Sundays (exception), 4:00 p. m. 4:00 p. m. Freehold, 9:00 a. m., 4:00 p. m. and points south to describe for Red Bank, Long Branch and points south to describe Pleasant, at 4:30, 8:15, 11:15 a. m. (1:20 Red Bank Only), 4:00, 4:20, 6:00 p. m. Sundays, except Cess Grove and Asbury Park, 9:20 a. m., 4:00 p. m.

FOR LAKEWOOD.

At 4:30, 8:15 a. m., 1:30, 3:45, 4:20 p. m. Sundars, 9:30 s. m. Parlor cars are run on trains leaving at 1:30, 3:45, 4:20 p. m. Sundays, 9:30 a. m. For Toms River, Harnegat Park and Barnegat, 4:23, 8:15 a. m. 1:30 (4:20 express) p. m. For Atlantic City, Vineland and Bridgeton at 4:20 FOR Atlantic City, the same seabright at 4:30, 8:15
For Monmouth Beach and Seabright at 4:30, 8:15
11:15 a. m., 1:30, 4:00, 4:20 p. m.
FOR PHILADELPHIA, BALTIMORE AND WASHINGTON.

ROYAL BLUE LINE. ROYAL BLUE LINE.

For Philadelphia at 4:30, 7:45, 9:00, 10:00, 11:30 a. B.
1:30, 2:15, 3:30, 4:00, 5:00, 0:00, 7:30 p. m., 12:15
nigat. SUNDAIS, 9:00, 10:30, 11:30 a. m., 1:30, 3:30.
5:00, 6:00 p. m., 12:15 nigat.
For Baltimere and Washington daily at 9:00, 11:30, will
phining Car, a. m., 1:30, 3:30 (Duning Car), 5:00 p. m.
12:15 night.
Trains leaving at 7:45 a. m., 1:30, 4:00, 5:90, 7:30 p.
m., 12:15 night (except Saturday night), Suddays, 11:30
a. m., 3:30, 5:00, 6:00 p. m., have connections for Resting, Harrisburg, Fostsville, &c.
For Gunbury and Williamsbort, via Philadelphia, at 7:45
For Gunbury and Williamsbort, via Philadelphia, at 7:45 a. m., 3:30, 5:00, 6:00 p. m., have connections for Reding, Harrisburg, Potrsville, &c.

For Sunbury and Williamsport, via Philadelphia, at 7:46
a. m., 1:30, 7:30 p. m., 12:15 midnight (except saterday
night), Sundays 6:00 p. m.

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201, 416, 944, 1:140, 1:223 Breadway, 737 6th-ave. 26
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Trains leave 4d St. (North River) station. New.York.
as follows, and 20 minutes earlier from foot Jay-Sa. N. B.:
3:30 A. M.—Dally for N. whure. Sineston. Albary.
Dally, except Sunday, west of Coeyman's Junction.
7:15 A. M.—Dally for Albary; daily, except Sunday, No-treal. 7:15 A. M.—Dally for Alba Y, daily, except Suncay, Motival.

10:00 A. M.—Dally for Newburg. Albany, Utica. Spreads.

10:00 A. M.—Dally for Newburg. Albany, Utica. Spreads.

11:35 A. M.—Dally, except Saurday, for Toronto.

11:35 A. M.—Dally, except Saurday, for Albany and greature.

11:35 A. M.—Dally, except Sunday, for Albany and greature.

11:35 A. M.—Dally, for Albany, for Albany.

11:15 P. M.—Dally, for Albany, for Albany.

11:15 P. M.—Dally, for Albany, Utica. Syrocuse. Reference.

11:15 P. M.—Dally, for Thomas, Utica. Syrocuse. Reference.

11:15 M.—Dally, for Thomas, Utica. Syrocuse. Reference.

12:15 M.—Dally, for Thomas, Utica. Syrocuse. Reference.

13:16 P. M.—Dally, for Thomas, Utica. Syrocuse. Reference.

14:16 M.—Dally, for Thomas, Utica. Syrocuse. Reference.

15:16 M.—Dally, for Thomas, Utica. Syrocuse. Reference.

16:17 M.—Dally, for Thomas, Utica. Syrocuse. Reference.

16:18 M.—Dally, for Thomas, Utica. Syrocuse. Reference.

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